

## Beautiful Newcastle - - Its Principal Buildings

For a town of its size, Newcastle is particularly supplied with public buildings, many of which are of architectural beauty and of great value and utility.

### THE COUNTY COURT HOUSE.

Built in 1913, at a cost of over \$40,000, the county court house is a particularly handsome structure, built of native freestone, and containing, besides the court house, all the county offices—county council chamber, offices of the County Recorder, County Secretary-Treasurer, Clerk of the Peace, etc. These are well equipped with strong rooms. The court room is fitted with all modern equipments. Adjoining it are the judges' chambers, etc., all up-to-date. A spacious gallery provides accommodation for the public. The council chamber is one of the best equipped in the province. The jail, built of brick, is a short distance to the rear.

### DOMINION GOVERNMENT BUILDING.

The post office and customs house, situated fronting the public square is a modern three-story building of native freestone. It was completed in 1886, except for the clock tower, which was added in 1913. A large sum of money is invested in the Savings Bank in connection therewith.

### THE ARMOURY.

The armoury, a very large wooden building, the headquarters of the 12th Field Battery, which has sent one draft of fifty men to the front and a second of the same number this week to Petewawa, stands at the post office. In peace times it contains four eighteen-pounder field guns and equipment for 110 officers and men. As a barracks it holds 250 men.

### TOWN BUILDINGS.

The town hall and fire station is a large wooden building on the public square, opposite the post office. Below is the town office, police office and fire station. Above is the spacious town hall with the police magistrate's court room in the rear.

The electric light and pumping station is a modern building of stone, the headquarters of an effective water system and the place where the town manufactures its light. An all day electric system is proposed, installation as soon as possible after the end of the war.

### OPERA HOUSE.

The opera house, owned by L. O. L. No. 47, is a large structure of brick, capable of comfortably seating at least 500 people. Stage and dressing rooms, etc., are of ample size and equipment.

### CHURCHES AND SCHOOLS.

There are six places of worship in the town: Anglican, Methodist, Presbyterian, Roman Catholic, Salvationist and United Baptist, each of which is a large and commodious structure. The oldest of the churches is St. James Presbyterian, the congregation of which was in existence before the great fire in 1825. The Methodist church came next, its original church building still standing and now used as a furniture factory by the firm of R. G. Anderson & Son, Norman Anderson proprietor. Capacious halls are also owned by the Anglican and Presbyterian bodies.

Newcastle has two of the best schools in the province. The superior school, a handsome building of native freestone, is known as Harkins academy. Originally founded by John Harkins about fifty years ago, it was by him left to trustees for the benefit of the town. Later, the town acquired the property, and it became a public school. It was recently more than doubled in size, at a cost of \$45,000, and contains a large assembly hall on the third story, eleven rooms occupied and several vacant rooms. John D. Keane, B.A., is the principal, and Dr. R. Nicholson the chairman of the Board of Trustees. The introduction of manual training, domestic science and school gardening is a matter of the near future.

St. Mary's academy, under the supervision of the Reverend Sisters of the Congregation de Notre Dame, is a handsome wooden structure, on a hill in the centre of the town. This school is for girls only, of whom about 200 attend. They are given instruction leading up to normal school entrance and university matriculation, and especially fine courses in music, sewing, embroidery, etc., painting and stenography and typewriting.

### BUSINESS HOUSES.

Besides a large number of prosperous wholesale and retail commercial houses, there are two banks in town—branches of the Royal Bank of Canada and the Bank of Nova Scotia, each of which is doing a constantly increasing business.

### HOTELS.

There are several good hotels, the principal of which is the Miramichi Hotel, the North Shore headquarters for sportsmen and tourists.

The chief features of Newcastle are the wireless station, the Miramichi hospital and the bridge between here and Chatham Head.

### THE WIRELESS STATION.

It was a red letter day for Newcastle when the Universal Radio Syndicate erected their gigantic wireless station here as the Canadian terminus of their transatlantic system, completing the all red line around the world. The station, which may be acquired by the government at the end of five years, occupies fifty-four acres of land. It is the despatching and receiving point for all telegraphic messages between Canada and Britain. In the centre is a steel tower over 500 feet high, and surrounding it are six wooden towers each 300 feet high. The antennae or connecting web of copper wire measures 120,000 feet. At the foot of the steel tower are the operating and other offices, and nearby is the power house containing two Diesel oil engines, each of 250 horse power for the purpose of generating the current necessary to send messages. The plant also supplies its own electric light. Each tower is supported by many steel guy ropes, and the whole is amply protected from the assault of any possible enemy.

The system of wireless telegraphy used here was invented by the great Danish scientist, Dr. Valdemar Poulsen. While it is fundamentally like other systems, it differs from them in many essential features. While the Marconi system is known as a "spark" system which makes signals by closing and breaking an electric circuit, and every dot and dash signal represents an independent electric current impulse transmitted through the air, the Poulsen system makes signals by varying, at the will of the sending operator, the electrical wave length in a continuous current. The Marconi system opens the line of transmission for each separate signal, the Poulsen system, on the other hand, opens the line once and keeps it open by continuous electric impulses while the signals are being transmitted. The Poulsen system very nearly approaches the ability of sending messages as far by day as by night. By the Poulsen system a message can be punched on a tape, so as to differentiate between the dots and dashes, and then sent through a mechanical sender at the rate of 150 to 350 words a minute. At the receiving station these impulses are received by a vibrating gold wire of extreme fineness. The shadow of this moving wire is thrown on a moving photographic tape, which furnishes a record for the receiving operator. Poulsen waves are "tuned" to a certain pitch, and therefore can be read only by receiving instruments similarly tuned. Two messages can be sent or received by the same antenna at the same time. The station here was completed just before the beginning of the great war, and has been in government hands ever since.

### THE MIRAMICHI HOSPITAL.

A distinct feature of Newcastle is the Miramichi hospital, formally opened in July, 1916, and built and equipped at a cost of upwards of \$90,000, by one man—Ernest Hutchison, retired lumberman, of Douglastown.

It is built of native freestone, and has three stories and basement, with a frontage of 144 feet and average width of forty feet, besides the spacious verandahs. Its heating, plumbing and other sanitary arrangements, as well as fire systems, are perfect. The stories are connected by an electric elevator.

The janitor's apartments, engine and coal rooms, laundry, etc., are in the basement. On the ground floor are the offices, and two public wards, each twenty-four by twenty-eight feet with twelve foot ceilings, and six beds each. The second floor contains two public wards exactly like those below, but which are used as male and female surgical. This story contains also private baths and fireplaces and seven private rooms. All of these rooms, private and public, have easy access to large verandahs, sixteen by thirty-three feet, on both floors. The third floor is the home

of the nurses and contains the operating room. The latter is fitted with all the latest appliances, and is up-to-date in every respect.

An excellent X-ray apparatus, in charge of a competent operator, is in the basement. The operating room, bath rooms and toilets are fitted with petrosils floors and walls, the most sanitary composition known. There is an observatory on the roof, and all the verandahs have an excellent view of the magnificent Miramichi river. The hospital stands, back from the street, in the midst of an enclosure of nine acres.

For the ten months ending April 30th, 1917, the hospital treated 179 patients, of which 149 were from Northumberland county. Of these 115 were cured, forty-four improved, eleven not improved and nine died.

A training school for nurses is in operation, and there is now a well patronized maternity ward that has given complete satisfaction.

The hospital is quite liberally endowed, and is filling a long felt want.

### THE NEW BRIDGE.

The bridge between Newcastle and Chatham Head, begun in 1913, and finished next year, permanently connected Newcastle with Chatham Head and Nelson, displacing the old ferry service which was unequal to the great volume of traffic between the two banks of the river. The bridge is about a half mile long in its entirety, and cost about half a million dollars. When the old bridge, three miles further up the river, collapsed in 1912, it was seen that Newcastle Centre was the proper place for the new structure, since there it would serve the interests of much the greater number. It was built by the Foundations Co., Ltd., of Montreal. The river at this point is some 1,500 feet wide, and varies in depth from twenty-eight to forty-five feet. It was necessary to go down fifty-five to sixty-five feet below mean water level to secure a good foundation. The latter was well laid, and the superstructure strongly built, the whole with a floor of reinforced concrete. Each of the fixed spans is 275 feet long, the draw span 250, thus admitting the largest vessels.

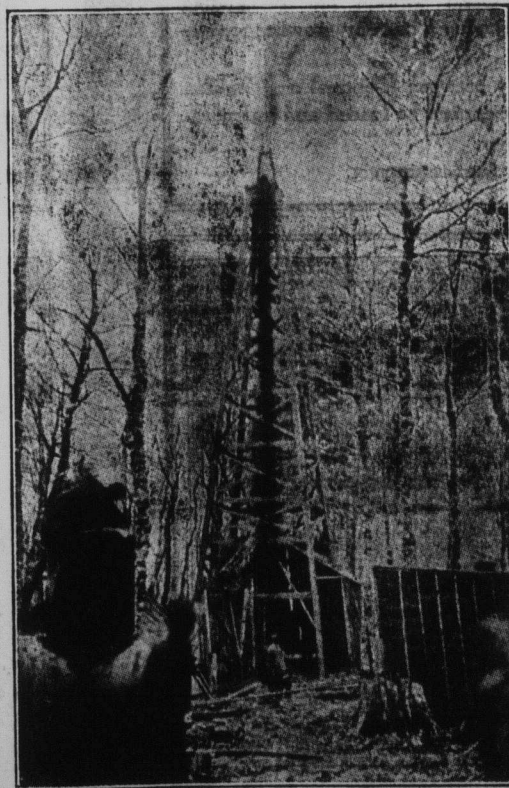
Newcastle is a most desirable place for the business man and for him who desires the best residential locality. Anyone who wishes to locate here should apply for any further information to the Newcastle Board of Trade, Mr. E. A. McCurdy, Secretary.



BERYL  
(at 10 yrs.)

CATHERINE  
(at 2 yrs.)

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### A CHANT OF LOVE FOR ENGLAND

(By Helen Gray Cone.)

A song of hate is a song of Hell;  
Some there be that sing it well.  
Let them sing it loud and long  
We lift our hearts in a loftier song:  
We lift our hearts to Heaven above,  
Singing the glory of her we love—  
England!

Glory of thought and glory of deed,  
Glory of Hampden and Runnymede;  
Glory of ships that sought far goals,  
Glory of swords and glory of souls!  
Glory of songs mounting as birds,  
Glory immortal of magical birds,  
Glory of Milton, glory of Nelson,  
Tragic glory of Gordon and Scott;  
Glory of Shelley, glory of Sidney,  
Glory transcendent that perishes not—  
Here is the story, here be the glory—  
England!

Shatter her beautiful breast ye may;  
The Spirit of England none can slay!  
Dash the bomb on the dome of  
Paul's—  
Deem ye the fame of the Admiral  
falls?  
Pry the stone from the chancel-floor—  
Dream ye that Shakespeare shall live  
no more?

Where is the giant shot that kills  
Wordsworth walking the old green  
hills?  
Trample the red rose on the ground,  
Keats is Beauty while earth spins  
round!

Bind her, grind her, burn her with  
fire,  
Cash her ashes into the sea—  
She shall escape, she shall aspire,  
She shall arise to make men free;  
She shall arise in a sacred scorn,  
Lighting the lives that are yet un-  
born!

Spirit eternal, Splendor eternal,  
ENGLAND!  
—Atlantic Monthly.

### RANKS FOURTH AMONG INDUSTRIES OF COUNTRY

Automobile production in the United States since the year 1900 shows a marvellous increase. Every year has broken all previous records, until, in the calendar year of 1916, 1,600,000 automobiles were manufactured. The estimate for the present year is two and a quarter million cars. Note the following figures showing automobile production during the recent fiscal years, from July 1 to July 1:

1902	900 cars
1903	2,200 cars
1904	14,000 cars
1905	22,000 cars
1906	32,000 cars
1907	40,000 cars
1908	49,000 cars
1909	105,000 cars
1910	170,000 cars
1911	235,000 cars
1912	280,000 cars
1913	400,000 cars
1914	440,000 cars
1915	690,000 cars
1916	1,250,000 cars

Perhaps no industry has experienced such a rapid and remarkable growth. In 1900 it numbered a few struggling concerns, prompted by apparent fanatics with plenty of money to squander. Now it ranks fourth among the manufacturing industries of the United States.

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